GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:172
ANSWERED ON:14.03.2002
RAIL SUPPLIED BY BSP
RAMJI MANJHI

Will the Minister of RAILWAYS be pleased to state:

(a) whether the rails supplied by Bhilai Steel Plant (BSP) are not upto the mark/standard as a result of which the loss of Rs. 68.67 crores is not recoverable as there being no warranty clause in the terms and conditions of the sale order;

(b) whether the Railway Board had asked DGS&D in May 1998 to fix responsibility on the inspecting authority for passing quality rails;

(c) whether rail accidents, like the one of the goods train derailing on December 16, 2001, have taken place on account of rail fracturing; and

(d) if so, the steps taken to expedite fixing responsibility on the inspecting authority of DGS&D in passing poor quality rails and to survey all rail fracturings?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (d): A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (d) OF STARRED QUESTION NO. 172 BY SHRI RAMJEE MANJ BE ANSWERED IN LOK SABHA ON 14.3.2002 REGARDING RAIL SUPPLIED BY BSP.

(a) to (d): The rails being supplied by Bhilai Steel Plant(BSP)are upto the mark /standard. However, In January`1997, some quantity of defective rails was dispatched by BSP. The mechanism, being followed for dealing with supply of sub-standard rails, is in terms of guidelines that were issued by a Joint Plant Committee in the year 1991-92 which laid down that supply of such rails can be settled either by free replacement by BSP or by giving refund by BSP(in case payment has been made) after taking back the material. In this case, no payment had been made to BSP for the rails suspected to be having defects. Joint Inspection of these suspect rails was arranged between representatives of Railway, Research Design & Standards Organisation, Directorate General of Supplies & Disposal(DGS&D)& BSP.Payment, of only those rails which were found as per standard, was released. Cost of handling etc. of defective rail was also ordered to be deducted. Thus, the Railway did not suffer any loss. Small quantities of defective rails also got supplied after January`1997 and have been dealt with similarly.

The inspecting authority, DGS&D, was asked to take action against concerned officials who had passed defective rails.DGS&D was also reminded a number of times for fixing responsibility. The Railway has also transferred the inspection of rails to M/s Rail India Technical &Economic Services(RITES) with effect from 1-4-2001.

Generally, about 9% of consequential derailments/accidents are attributed to rail fracture. In the current year the figures show a decline. No consequential derailment/accident to a goods train was caused by a rail fracture on 16-12-2001.

To control rail fractures, rails are checked and tested both visually and ultrasonically for flaws and fractures regularly. Rails found to have developed defects are replaced.